

LYNCHBURG CITY COUNCIL
Agenda Item Summary

MEETING DATE: **October 11, 2005**

AGENDA ITEM NO.: 14

CONSENT:

REGULAR: **X**

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Midtown Area Plan**

RECOMMENDATION: Approval of the Midtown Area Study for inclusion in the Comprehensive Plan 2002-2020.

SUMMARY: The City's Comprehensive Plan 2002 – 2020 recommended the preparation of a revitalization plan for the Plaza/Midtown Area to facilitate and encourage the significant opportunity for reinvestment and redevelopment in the area. The Midtown Area Plan is the result of a Charrette and design studio that occurred during the week of April 22-28, 2005.

The area covered by the plan is bounded by the Martin Luther King, Jr. Memorial Bridge to the east, Fort Avenue to the south, the Lakeside Drive entrance to Lynchburg College to the west and the Blackwater Creek Trail to the north. When adopted the Midtown Area Plan will be incorporated into the Comprehensive Plan 2002 – 2020 and will guide future land use, transportation, and zoning ordinance decisions made by the Planning Commission & the City Council.

PRIOR ACTION(S):

October 12, 2004	City Council requested that a study be completed on the Midtown/Plaza Area.
December 14, 2004:	City Council reached consensus that staff should negotiate a final scope of work with Dover Kohl & Partners for the Midtown Area Plan.
February 8, 2005	City Council approved the scope of work for the Midtown Area Plan.
July 19, 2005:	Joint meeting of Planning Commission & City Council to hear results of Midtown Area Plan as presented by Dover Kohl & Partners.
August 9, 2005:	City Council forwarded the Midtown Area Plan to the Planning Commission in order to begin the process for incorporation into the City's Comprehensive Plan 2002 – 2020.
September 14, 2005:	Planning Division recommended approval of adopting and incorporating the Midtown Area Plan into the City's Comprehensive Plan 2002 – 2020. Planning Commission recommended approval (6-0 with 1 member absent, Mr. Rick Barnes) of adopting and incorporating the Midtown Area Plan into the City's Comprehensive Plan 2002 – 2020.

FISCAL IMPACT: N/A

CONTACT(S):

Rachel Flynn/ 455-3902
Tom Martin/ 455-3909

ATTACHMENT(S):

- Ordinance
 - PC Minutes
 - Midtown Area Plan
- THIS ATTACHMENT CAN BE VIEWED IN THE OFFICE OF THE CITY PLANNER, 2ND FLOOR, 900 CHURCH STREET, CITY HALL, LYNCHBURG VA

REVIEWED BY: lkp

RESOLUTION

A RESOLUTION APPROVING AN AMENDMENT TO THE COMPREHENSIVE PLAN 2002-2020 FOR THE CITY OF LYNCHBURG.

BE IT RESOLVED THAT the City Council of the City of Lynchburg hereby approves amending the Comprehensive Plan 2002-2020 adopted on September 10, 2002 to include the Mid-Town Area Plan prepared by Dover Kohl & Partners, dated August 29, 2005, to be incorporated into the Comprehensive Plan 2002-2020 to guide future land use, transportation, and zoning ordinance decisions within the areas bounded by the Martin Luther King, Jr. Memorial Bridge to the east, Fort Avenue to the south, the Lakeside Drive to Lynchburg College to the west, and the Blackwater Creek Trail to the north.

Adopted:

Certified:

Clerk of Council

140L

Minutes from the September 14, 2005 Planning Commission meeting. These minutes have been reviewed by but not approved by the Commission.

Consideration of adopting the "Midtown Area Plan" as part of the City's Comprehensive Plan 2002–2020.

Mr. Martin addressed the Planning Commission explaining that the midtown area of the City was listed as a revitalization area in the City's Comprehensive Plan 2002-2020. He said this area represented a significant opportunity for reinvestment and redevelopment into an integrated, mixed use community with commercial core, medium- to high-density residential housing, and professional offices. He added that the plan was divided into six main sections:

- Research and Analysis
- Creating the Plan
- Cornerstones of the Plan
- Special Places
- Transportation
- Implementation

Mr. Martin said that major elements of the plan called for context sensitive design of the Crosstown Connector, which the City proposed to be renamed to the Midtown Connector, the redevelopment of the area surrounding the Plaza into a mixed use neighborhood, the creation of a medical arts district, and reconnecting Lynchburg College to the rest of the midtown by the creation of a "college corner" along Lakeside Drive.

Mr. Martin continued by adding that the implementation section of the plan laid out six (6) main implementation steps, most notably of which were to amend the zoning of the area by creating a Form Based Code, rezone property selectively in the area, and uphold the high standards of midtown. Also needing to be accomplished, he added, was the Public Works manual for specifications on street design. He said the plan also identified possible funding tool for implementation, such as grants, tax credits, small business investment corporations, and business improvement districts. He said the Midtown Area Plan was reviewed by the Citizens Monitoring Committee (CMC) on September 8, and they reached the consensus that the plan should be adopted by the Planning Commission with special implementation priority given to the Midtown Connector, the Green Network, creation of a pilot project, and improving the surrounding neighborhoods. The plan that was before the Planning Commission at this meeting, he noted, was a result of an intense Charrette process in April, countless hours by City staff, citizens, the Planning Commission, City Council, and the city's consultants, Dover, Kohl & Partners. Mr. Martin thanked the Planning staff who all put in countless hours to help make the Charrette successful in addition to keeping up their normal work load, and he also expressed his thanks to Ms. Rachel Flynn, Director of Community Planning and Development for helping to prepare the plan.

Commissioner Bacon, who is also a member of the Citizens Monitoring Committee, reviewed the minor changes of the draft Midtown Plan. The changes are as follows:

Chapter4, Page 4.8	Items F and G are two new additions to "Character Areas - Getting There"
Page 4.14	New graphics
Chapter 6, Page 6.2	Item 2 is a reiteration of 3.4, 3.10, 3.12, 4.8, and 4.20
	Item 3 is new
Appendix C Pages 4, 5, 6 & 7	Pages have been added

Ms. Shanda Rowe, Chair of the Citizens Monitoring Committee (CMC), 892 Dearing Street, spoke on behalf of the CMC saying that the CMC met on September 8 to review the plan. Ms. Rowe said that the consensus of the CMC was that the Plan should be adopted and forwarded to City Council with the recommendation that the Midtown Area Plan become part of the Comprehensive Plan. However, she continued, the members of

the CMC believed that the Midtown Plan be considered for what it was, which was a vision of what the citizens of Lynchburg wanted to see happen in the study area. She added that the CMC wanted City Council to set high standards for the revitalization for the Midtown Area, but should be open to hear realistic proposals for development that would encourage other private developers to make investments. Ms. Rowe said the CMC endorsed the creation of a Form Based Code, which in theory would encourage proper development, but carefully scrutinize proposals. She noted that the CMC thought the revitalization of the Plaza was critical to the success of the overall plan, but took the Plaza off of the table in their discussions with the recognition that the owners of the Plaza were critical of the plan. She said the CMC recommended that the Planning Commission work with the Planning Department to development implementation priorities as it was not realistic for the City to move forward without such priorities. Ms. Rowe said the number one priority, according to the CMC, should be the construction of the Midtown Connector, and the City should look for ways to offer a private developer incentives to revitalize an existing midtown neighborhood. She said the CMC was very pleased that the plan emphasized a Green Network. In concluding, Ms. Rowe, said the midtown was a very important part of the City, which they believe that the City could not afford to not revitalize.

Chair Dahlgren clarified that the Plaza was still included in the Midtown Area plan even though the owners of the Plaza were not interested in being involved in the upgrades.

Chair Dahlgren read into the record a letter to the Planning Commission from Lynchburg Realty, LLC, owner of the Plaza Shopping Center, voicing their opposition to the Midtown Area Plan. He added that Lynchburg Realty, LLC was affiliated with Sandor Development Corporation. Chair Dahlgren read the reasons that Lynchburg Realty, LLC did not think that the Midtown Area Plan was viable. Those reasons were as follows:

- Demographics surrounding the Plaza would not support the type of project proposed in the Midtown Area Plan.
- Any such complete redevelopment would be cost prohibitive.
- The Midtown Area Plan would rezone the Plaza for mixed use, which would affect Lynchburg Realty LLC's ability to fill the Plaza with tenants to target the specific demographics surrounding the area.

Chair Dahlgren continued reading the letter saying that Lynchburg Realty LLC, stated that they could not envision any scenario where the Midtown Area Plan would benefit the Plaza, and indicated that the Planning Commission was aware that the owners had made efforts to fill the Plaza with appropriate tenants. He said that Lynchburg Realty LLC said that any rezoning of the Plaza would be detrimental to the Plaza and to the community as well. Specifically, Lynchburg Realty, LLC believed that any rezoning of the Plaza would be akin to Taking, and in that event, Lynchburg Realty, LLC would pursue any and all remedies available.

Mr. Kenneth Garren, 3806 Faculty Drive, Lynchburg College, spoke for the College in support of the Midtown Area Plan, and explained how Lynchburg College (LC) planned to be supportive of the plans in terms of actions. He said they were particularly interested in the "College Corner" that was referred to earlier and also included in the draft Midtown Plan. He added that LC Board of Trustees had appointed a special task force of Trustees to begin investigating what Lynchburg College could do to help develop the area between Oakley Boulevard and Old Forest Road, outside of the campus on Lakeside Drive. President Garren said the Trustees had, in fact, already met with a local architect to develop some plans and investigate what the College could do as an institution. He noted that the total student population for this year was 2,400, and the faculty and staff numbered more than 600. He noted that on basically 100 acres, there were approximately 3,000 people who operated at that site daily. He asked that Council make sure the traffic count in that area was accurate, as he heard that the count was done during the summer when the number of people coming to their campus would have been drastically reduced.

President Garren told the Commission that they had just opened their \$13.8 million Centennial Hall and had spent about \$2.9 million since the fall of 2003 to purchase and renovate twenty-five (25) homes around the campus, and had built six residence halls on campus for a total of \$12.3 million, with all of the money coming from privately raised funds from alumni and foundations. He said that the Board of Trustees was

close to developing a Comprehensive Campus Facilities Master Plan, which would lay out the college development for the next twenty (20) to thirty (30) years, with an estimated cost being approximately \$200 million, again being donated by private individuals. He said Lynchburg College was helping to create and bring this master plan forward into action. He said Ms. Flynn and Mr. Martin had both been working with the College in their development of the College Lake with a recreation area in the College's effort to also create more green space.

President Garren was concerned with the phasing of the Midtown Connector and where LC might come into that process. He said at this point, he thought they were the only college or university in the area that did not have a traffic light at their main entrance. He added that they were supportive of anything that would address the safety of the people coming onto campus.

President Garren concluded by saying that Lynchburg College was very encouraged by the vision of the midtown planning process and would very much like to be a part of making it come to life.

Mr. Bill Connelly, 2105 Westerly Drive, spoke in favor of the plan. Mr. Connelly said he was impressed with the design and benefit to his neighborhood. He noted his concern with the Plaza design focusing on a Christian symbol, and added that as a gay person he was frequently discriminated against by Christian organizations. He voiced another concern with the street design on Langhorne Road between Atherholt Road and Memorial Avenue possibly taking some of the house on Westerly Drive. Mr. Connelly complimented the over all design and said it would be an asset to Lynchburg.

Ms. Sue Harvey, 313 Blackhawke Drive, spoke in favor of the Midtown Area Plan. Ms. Harvey asked the Commissioners to consider the transportation hub for the Greater Lynchburg Transit Company (GLTC). Ms. Harvey said she taught at E.C. Glass High School, working with students with moderate to severe disabilities. She added that they had a community-based instructional program, which included teaching the students how to use public transportation. She said if they did not have that opportunity, as they do presently, then their program would be negatively impacted. She asked that the Planning Commission consider keeping the transportation hub in the current location, or at least in the vicinity. She said she did not consider the Kemper Street site in the midtown area.

Ms. Barbara Salisbury, 5028 Wedgewood Road, spoke in support of the Plan, saying it was an exciting vision for the City. However, Ms. Salisbury added, the entire presentation on July 19 by Dover-Kohl was the recommendation that the transfer hub of GLTC be moved to the Kemper Street Station, which was not pedestrian friendly. She added that there were no places of destination in the Kemper Street area, such as restaurants, shopping, or employment, which were all available at the current location. Ms. Salisbury asked where there was a more viable location in the midtown area that was more centrally located and took into consideration that the people who ride the bus were walkers. She said the consultants kept referring to a walking community, but they need to consider who the walkers were. Ms. Salisbury noted that there was an aging community in Lynchburg, which often came with disabilities, and added that we would see a more complicated environment with fuel concerns, and see people who need employment, who would find that employment in the medical district and with the college.

Dr. Rob Jarvis, 2906 Memorial Avenue, said he lived about four blocks from the Plaza area, and added that he spent numerous hours with the consultants during the week-long Charrette process to make sure issues that faced people with disabilities were taken into consideration. He said in a recent magazine article it detailed how entrepreneurs were starting to tap into the untapped market of people with disabilities, and public transportation for those people ranked behind air, water, food, and shelter. Dr. Jarvis added that he really loved the plan, and added that citizens from the Center for Independent Living would love to be involved and help out however they could.

Mr. Phil Theisen, 500 Allegheny Avenue, explained that he was the Chairman of the Board for Lynchburg Area Center For Independent Living, and added that he was neither opposed or in favor of the Midtown Area Plan. He said the Board's concern with the plan, was that it did not truly address the needs of those citizens

who were transit dependent. He said he thought one recommendation was to move the public bus transfer station to the current location of the GLTC office and bus garage, which was on the edge of nowhere and convenient to nothing. He said he supported all of the comments made by the non-drivers that spoke before him.

Ms. Celestine Walker, 1625 Ruffner Place, spoke to the plan from several different aspects. Ms. Walker said she attended some of the meetings during the week of the Charrette, and was appalled at how transportation was pretty much omitted. She said in Ms. Rowe's presentation, Ms. Rowe indicated that the CMC had taken the Plaza off the table, and asked how that could happen as it was one of the most important parts of the plan. She asked how the transportation hub could be taken out of the City of Lynchburg, and pointed out that the current transfer hub was not ADA compliant and very dangerous. Ms. Walker added that the GLTC served the entire City and those people who could not or chose not to operate vehicles had been left out of the plan. She told the Commission that they should consult with a person who had to use the curb cuts and use public transportation to tell them how important it was to them.

Ms. Maxine Feinman, 111 Briarwood Street asked that the Planning Commission rezone the property on the corner of Merrell and Langhorne Road to allow Walgreens to build in the area. She said they would hire 30-40 employees and would bring tax dollars to the City.

Chair Dahlgren explained to Ms. Feinman that she needed to talk to City Council about approving the Walgreens petition.

Mr. Mark Peak, 414 New Britain Drive, explained that he was a partner with Caskie and Frost law firm, but was speaking as a citizen of Lynchburg. Mr. Peak said that everyone agreed that something needed to be done with Midtown and with the Plaza area. However, he questioned whether the plan was going to help that progress and move the situation forward. He added that he had serious concerns with the main point of the Midtown Plan, which was Form Based Codes, saying that it was extremely violative of personal property rights and was akin to making 1100+ acres in the City a historic district. He said the plan tells people what their buildings need to look like, what materials to use, which way to face their doors and windows, and that is not a government function. He said it interfered with private property rights, the same as historic districts do. Mr. Peak said another recommendation that occurred throughout the plan was to seek to create historic districts throughout Midtown. He said the City had seen what had happened with City Council when they had tried to declare areas historic districts, such as Rivermont Avenue and Pierce Street. He asked the Commission to consider taking the Form Based Code recommendation out of the plan before it was voted on. Mr. Peak continued by saying that another serious issue with the Midtown Plan was the Cross Town Connector. He said this was not a Midtown connector because there was nothing to connect to Midtown, and added that it was a downtown connector. He said that Langhorne Road had to be improved, and that Memorial Avenue to Fort Avenue needed to be widened, as did Lakeside Drive all the way to Forest, but all had been recommended against by the consultants. He said the plan talked about walkability and focusing on the pedestrian, which was not realistic. He said people lived outside of the community and when the Crosstown Connector was built, they could drive to Twelfth Street, the new Court House, the new hotel, and Fifth Street. He added that to adopt a plan that ignored the reality of automobile traffic was not a wise decision, and said that there were not that many people waking in that area. Mr. Peak said that the rock wall on Park Street was crumbling and was going to fall. He noted that Park Street needed to be widened, have a tree barrier installed, and make it a nice big road that would get cars and people where they need to go. He concluded by saying that the City should focus on streets and beautification, but the designing of buildings. He added that to base the entire transportation plan on wishful thinking was not a wise decision.

Commissioner Bacon responded to Mr. Peak's concerns by saying that the plan was looking toward the future of what the City would and/or could be like, not focusing on where the City was currently.

Mr. Peak said he agreed with Commissioner Bacon, but added that the Crosstown Connector should be extended through Park Avenue, widen the street to four lanes, and add a median, trees and a sidewalk. He said a sidewalk beside of a rock wall was not safe.

Commissioner Hamilton expressed her concern with Form Based Codes. She said the City needed to be very careful about sending the plan forward as there was no precedent for this in the immediate area. She added that the City should look at incentive based development.

Commissioner Worthington agreed with Commissioner Hamilton concerning Form Based Codes. He questioned the consultant's suggestion to make the Midtown area a historic district. He said he believed in property rights and added that historic districts had their place in the City, but maybe not in this area. Commissioner Worthington said he was very sensitive to the non-drivers in Lynchburg, but thought the current bus-transfer station might not be the best it could be. He said it would be difficult to support the plan as presented.

Mr. Martin responded to the Form-Based Code issue and explained that it was very important to make the distinction between Form-Based Codes and Historic Districts, as they were not the same. He said Form-Based Codes were a valid form of zoning that were in existence in Virginia. He continued by saying that it was creating build-to lines. He added that one of the main issues with Form-Based Codes was that there must be built-to lines with a maximum set-back distance. Mr. Martin said it was mainly how the building related to the street, and did not dictate the type of building materials that must be used, as is the case in a historic district. He said the current setbacks are too far from the street, and added that most developers set their building as far back from the street as possible with all of the parking in the front, which created a situation that was automobile friendly, not pedestrian friendly. He noted that Form-Based Codes required that the building be pulled closer to the street to create a pedestrian environment. Mr. Martin stressed that this was not a historic district. He added that the Form-Based Code would only dictate where the building would be placed on the lot, which was a valid form of zoning. He said the City dictated where the buildings are placed now, and had been doing it for many years. He said this could apply to residential as well as businesses.

Ms. Rachel Flynn, Director, Community Planning & Development, said by creating a Form Based Code did not mean the entire area had to be rezoned. She said it meant that the code could be applied to certain areas of the City, whether it was Midtown or somewhere else. She said what the consultants were saying was that currently the City only had an automobile based code, but we need to have alternatives.

Commissioner Bacon questioned why they would approve something that had not been written yet.

Mr. Martin said it was a separate process that would have to go to public hearing in order to adopt the Form Based Code into the Zoning Ordinance.

Chair Dahlgren said that even though it was in the plan, it was a vision that would not be enforced until after the Commission and Council approved the Ordinance. He suggested that they recommend the logical, feasible areas to prioritize, such as the Lynchburg College area.

Mr. Martin said if this plan was adopted by City Council there would not be an immediate change in the midtown area. He explained that this plan would outline steps for the next fifteen (15) to twenty (20) years that the City should take to realize this vision. He added that the Citizens Monitoring Committee (CMC) was appointed to establish priorities, like they were doing with the City's Comprehensive Plan and the pending Landscape Ordinance.

Mr. Martin said once the plan is adopted, the City would begin looking for grant money for funding, which would be the time that projects would begin competing for priority.

Commissioner Bacon quoted City Manager, Kimball Payne, from the Midtown Plan stating that "(The Midtown Plan) is something that reflects the wishes, desires, and values of our community." She added that the plan was a vision for the City, which points the leaders of the City in a general direction of what the citizens' want.

Commissioner Worthington asked why it was so important to move buildings to the sidewalk.

Ms. Flynn explained that there were seas of parking lots in front of businesses and people did not feel comfortable walking by parking lots. She said in the area around Randolph Macon Woman's College (RMWC) there was plenty of parking along the streets or to the sides and/or rear of the buildings, which made the area friendly to the pedestrian, the transit user, or the automobile driver. She said what the consultants were trying to say was that the City needed multiple means of transportation.

Commissioner Flint asked how Wyndhurst differed from Form Based design.

Mr. Martin explained that they were similar, but not the same. He added that in order to get a higher density, the developers of Wyndhurst put very strict design standards on themselves. He continued by saying that the Form Based Code would not restrict the use of the property, but how the buildings related to public spaces. He said cities, such as Old Towne Alexandria and Wyndhurst, were developed exactly in the way the Form Based Code would hope to have them develop, and added that it was a matter of using and wisely creating public spaces and being able to interact with people in the buildings. Mr. Martin said that it was a Crime Prevention Through Environmental Design (CPTED) principal where more eyes on the streets made those streets safer.

Chair Dahlgren said the most important issue in the plan was not the Form Based Codes, and hoped that the Commission would not get hung up on that portion of the plan.

Commissioner Flint pointed out that in Table 1 of the study, it proposed an alternative to the Crosstown Connector, which should be able to handle all traffic as opposed to the four-lane road, which was the current plan of the Crosstown Connector.

Commissioner Bacon commented that in reviewing the traffic study, three different parallel roads all lead to the same place, which would safely accomplish as much as one - four or five lane road.

Chair Dahlgren said that even if the plan was accepted as currently written more work had to be done on the issues that the three non-drivers brought to the City's attention at this meeting. He stressed that those issues could not be ignored.

Ms. Flynn pointed out that in the draft plan on Page 5.8 under Transit, the consultants did make reference to ". . .insure that patrons can still reach the Plaza, sufficient bus lines, and headways below 30 minutes are recommended. The block and street structure of the redesigned Plaza will easily accommodate bus stops throughout the location, providing maximum flexibility to the transit system in terms of bus stop location." She noted that in no way did the plan not want public transit in the Plaza, and it was how we could make sure that it complimented the new development.

Commissioner Hamilton said there was a happy medium between a quick route to the hospital with walkability and green space connections, and added that if the plan was sent forward, it should be sent forward with different models of how other cities had dealt with these same issues. She added that other people with more expertise should be consulted concerning accessibility.

Commissioner Worthington said he had issues with access to Lynchburg General Hospital and the plan requesting that the roads be more narrow with several crosswalks. He added that he did not want to vote for a plan without knowing what the consequences of a Form Based Code would be.

Chair Dahlgren said several of these issues were covered by the consultants' follow-up presentation with City Council and Planning Commission in July. He said these issues had all been addressed.

Ms. Flynn said she would be glad to address the issues that Commissioner Worthington had questions about. She said the City did have a video and a DVD of the consultant presentation from July 19. She explained that Centra Health was aware of the plans for the Midtown Connector, and added that Centra administration, including Mr. George Dawson, had met with City officials and they were fully supportive of the plan. She pointed out that on Page 5.5, Figure 3, the City agreed with Centra that the Kemper Street (highlighted in orange) would remain as originally designed, and also agreed that the plan was more than just making the road five (5) lanes, but about creating an attractive gateway to the hospital. Ms. Flynn and Chair Dahlgren both noted that Mr. Bill Varner was also in favor of the plan.

Chair Dahlgren stated that he did not agree with delaying the vote on moving this plan forward to City Council, and added that this was a vision of what the City was trying to accomplish. He said that what the consultants had put together was a possibility of what the area could look like some day.

Commissioner Hamilton noted her agreement with Chair Dahlgren. She said there were a lot of varied opinions, and noted that there were some things than really needed to be reviewed more carefully. However, she added, as a general vision, she was really proud of the plan.

Commissioner Flint commented that Centra Health and Lynchburg College had both voiced their support of the plan.

Commissioner Pulliam noted that this area definitely needed major improvement. He said he could not imagine anyone not preferring that the area look at least close to what the plan indicated that it could look like.

Commissioner Worthington asked if there was a vacant lot in the area and someone wanted to build a house on that lot, how would the set back be figured according to the Form Based Code.

Ms. Flynn said the set back would be figured according to the average, which would be written into the City Code. She added that currently the City utilized a Use Based Code, so if a piece of property was zoned R-1, then the property could only be used for R-1 purposes. However, she noted, sometimes it was good to have businesses near residential property, so then the best use of property had to be decided. She said Zoning Ordinances were developed during the Industrial Revolution, when cities were dirty, so separating businesses and residential property was necessary. She said because the country had changed to a more service-based economy, co-habitation was possible, which was the justification of Form Based Code.

Chair Dahlgren said he was disappointed that more people in opposition to the plan had not attended this meeting to voice their opinion on record.

After discussion, Commissioner Flint made the following motion, which was seconded by Commissioner Pulliam and passed by the following vote:

"That the Planning Commission recommends to City Council approval of adopting and incorporating the Midtown Area Plan into the City's Comprehensive Plan 2002 – 2020.

AYES:	Bacon, Dahlgren, Flint, Hamilton, Pulliam, Worthington	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Barnes	1